

**Amendments to the Specification:**

Please replace the paragraph beginning on page 2, line 16, with the following rewritten paragraph:

In addition, there is a risk that a force created upon changing the compression ratio in the above-described variable compression ratio internal combustion engine may be transmitted to the vehicle body through an apparatus for mounting on the vehicle body member to cause significant vibration of the vehicle body etc..

Please replace the paragraph beginning on page 3, line 21, with the following rewritten paragraph:

In the above-mentioned variable compression ratio internal combustion engine (which will also be referred to simply as “the internal combustion engine” hereinafter), the volume of the combustion chamber is changed by moving the engine components of the cylinder block side (which components will also be referred to simply as “the ~~crankcase~~cylinder block”) such as a cylinder block and a cylinder head etc. and the engine components of the crankcase side (which components will also be referred to simply as “the ~~cylinder block~~crankcase”) such as a crankcase, a crankshaft and a transmission apparatus etc. relative to each other along the axial direction of the cylinder(s), whereby the compression ratio is changed. Specifically, when the cylinder block and the crankcase are brought relatively remote from each other, the volume of the combustion chamber is increased, so that the compression ratio is decreased. In contrast, when the cylinder block and the crankcase are brought relatively close to each other, the volume of the combustion chamber is decreased, so that the compression ratio is increased.

Please replace the paragraph beginning on page 19, line 23, with the following rewritten paragraph:

The variable compression ratio mechanism 9 is composed of a shaft portion 9a, a cam portion 9b having a perfect circular cam profile and fixedly mounted on the shaft portion 9a eccentrically to the center axis thereof, a movable bearing portion 9c having the same outer profile as the cam portion 9b and rotatably mounted on the shaft portion 9a in an eccentric way similar to the cam portion 9b, a worm wheel 9d provided coaxially with the shaft portion 9a, a worm 9e meshing with the worm wheel 9d, and a motor 9f for rotationally driving the worm 9e. The cam portion 9b is accommodated in a accommodation bore provided in the cylinder block 3. The movable bearing portion 9c is set in an accommodation bore provided in the crankcase 4. The motor 9f is fixed on the cylinder block 3 and moves integrally with the cylinder block 3. Driving force from the motor 9f is transmitted to the shaft portion 9a via the worm 9e and the worm wheel 9d. By driving the cam portion 9b and the movable bearing portion ~~9d-9c~~ that are eccentrically provided, the cylinder block 3 is moved along the axial direction of the cylinder 2 relative to the crankcase 4, whereby the compression ratio is varied.

Please replace the paragraph beginning on page 25, line 10, with the following rewritten paragraph:

On sides of the internal combustion engine 1, a stopper 36 and a stopper 38 are provided via an arm 37 and an arm ~~38-39~~ that are connected to the intermediate transmission portion 34. The stopper 36 and the stopper 38 are connected with the vehicle body member 29, though not shown in the drawings.